RAJYA SABHA

Wednesday, the 2$th July, 1993/the 6th Sravana, 1915 *(Saka)*

The House met at eleven of the Clock. Mr. Chairman in the Chair.

ORAL ANSWERS TO QUESTIONS

*41. *[Transferred to 30th July,* 1993.]

Enquiry into pipeline leakage at Bombay High

*42. SHRI MOHINDER SINGH ATHER:

SHRI VIREN J. SHAH:†

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) what is the over-all impact of the massive pipeline leakage at Bombay High recently on the gas supply from the urban terminal of Maharashtra;

(b) whether Government have instituted any enquiry to find out the causes of the leakage from the Bombay High pipeline;

(c) if so, what are the causes of leakage and the details of the enquiries so far made in this regard;

(d) the extent of damage and loss caused including estimated quantity of oil leaked alongwith extent of reduction in oil production as a result thereof;

(e) whether ONGC had prepared any disaster management plan which was the compulsory part of any large project the ONGC had committed itself of preparing it;

(f) if so, what are the details in this regard;

† The Question was actually asked on, the floor of the House by Shri Viren J. Shah.

(g) if not, what were the reasons therefor; and

(h) what remedial steps have so far been taken?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) to (h) A statement is laid on the Table of the House.

Statement

Enquiry into pipneline leakage at Bom. bay High

(a) There was a shortfall of approx. 58 million cu. mts. in *gas* supplies ex-Uran between 17-5-1993 and 6-6-1993.

(b) and (c) According to the report of the Enquiry Committee, the cause of rupture is localised thinning of the pipeline due to external corrosion.

(d) The losses due to the rupture *were* as follows:

(i) Estimated direct loss due to spill.	Tonnes 1640
(ii) Losser due to less oil productions	0.28 MMT Approx,
(iii) Loss due to les	
(a) LPG Production	8761
(b) NGL Production	3174
(c) Condenstate Receipt	5065
(d) Gas sajes	58 MMSCM

According to ONGC, losses at (ii) and (iii) above can be recovered in due course.

(e) and (f) ONGC had plans to minimise the consequences of contingencies such as blow out, fire, explosion, oil spills etc. Further, a 'Regional Contingency Plan" for Offshore West had also been prepared.

(g) Does not arise.

(h) Apart from repairing the ruptured pipeline, etc, ONGC have arranged an external technical audit of all major oil and gas submarine pipelines and are conducting risk analysis studies in respect of offshore installations. The recommendations of the Enquiry Committee, set up after the incident, are also being examined for taking long term remedial measures.

MR. CHAIRMAN: Q. No. 42

SHRI VIREN J. SHAH: Where is the Minister?... *(Interruptions)*... This is most objectionable.. . *(Interruptions)* . .

MR. CHAIRMAN: Has anybody been authorised?... *(Interruptions)*...

SHRI VIREN J. SHAH: I saw the Minister in the lobby two minutes back ... *(Interruptions)*...

SHRI SATYA PRAKASH MALAVIYA: This is highly objectionable.

SHRI SIKANDER BAKHT: This is very serious. They cannot take this House for granted.

SHRI SATYA PRAKASH MALAVIYA: This is contempt of the House.

MR. CHAIRMAN: Mr. Minister, you are late. Please answer.

SHRI SIKANDER BAKHT: He should apologise.

CAPT. SATISH SHARMA; I apologise.

MR. CHAIRMAN: He ha$_s$ apologised.

SHRI VIREN J. SHAH: Sir, this is about a leakage in !;he ONGC pipeline which has grave consequences. There has been a report that after this a committee was appointed by the Government. It has not been mentioned here as to what the Committee found. There are reports that the Committee found out that corrosion was taking place since 1987 which went undetected for a variety of reasons. There have been notices from the Environment Ministry and attention drawn and yet no action was taken. May I know from the hon. Minister (a) whether an inquiry committee was set up which was headed by Member (Tecb-nica"I), Shri Maheshwari Datta of ONGC; (b) whether since 1987 this corrosion was taking place; (c) whether despite a number of specific directions action was not taken and the corrosion was allowed to take place and whether the Environment Ministry has given any show-cause notice and, if so, what the result thereof is.

CAPT. SATISH SHARMA: This corrosion detection is just a procedure .In fact, originally if was done every year. Bui Just one year before the incident this whole exercise was intensified so as to check it every six months, specially for this item where rupture took-placs ancf which is called riser. Just to enlighten the House, riser is that section of a pipeline which rises above the ssa and is attached to the processing platform. Sr> this section where the rupture took place, the riser was three feet above the sea level where you have the waves inierecting with the part of the pipe. It is called riser which is also connected to the platform where the hot oil passes through it. As we know, in the industry worldoyer the riser in this zone goes through a lot of wear tear and obviously, all the checking— and measurement of the thickness etc are carried out here. The measurements were made on the riser at four positions regularly, which are called the 3 o' clock, 6 o' clock, 9 o' clock and 12 o' clock positoins, that means, at 90 degress, quadrant. • • (Interrup/ions)

SHRI VIREN J. SHAH: Excuse me Sir. Instead of goinp into the details, you please answer my questions whether this has been going on since 1987 and whether the Environmen-: Ministry has given a show cause notice and, if so, what the notice is and what the response is.

CAPT. SATISH SHARMA: Let me just Put it... *(Interruptions)* It is important that I explain it... *(Interrup, tions).*

SHRI MENTAY PADMANABHAM: Sir, you should protect the Members from the long-winding speeches of the Ministers.

CAPT. SATISH SHARMA: Let me explain to the Members that in spite of the through checking which was done, unfortunately, the rupture took place on this 30 inches wide dia-pipe, between 6 O'clock and the 9 O'clock posk tions, that is, at 7 1/2 clock position. Then, the Enquiry Committee was appointed. And the Enquiry Committee has given a report. We have also appointed, an international consultant, the DNV, Singapore. They will be giving a detailed report by December, 1993.

MR. CHAIRMAN: Was it pointed o;it in 1987?

CAPT. SATISH SHARMA: No, Sir. In fact, till the checking was done, the thickness also did not cause alarm whereby anything had to be done.

SHRI VIREN J. SHAH; Sir, I would only like to know whether this was taking place in 1987 and whether the Enquiry Committee Report has pointed out seven areas of negligence. If is not just that at 7 1/2 clock position the rupture took place. It has been taking place for the last six years. So, please answer, 'Yes' or 'No*. I had asked whether the Environment Ministry had given a show cause notice. If so. what reason does it indicate?

CAPT. SATISH SHARMA: There are two issues as far as the riser and the rupture are concerned. We have had 17 other cases of risers, you know, which had been replaced where we found that rhey needed to be replaced. But, in this case, there was no indication that t hey had to be replaced. All the checks were done. The other part is about the Environment Ministry. Yes, the Environment Ministry has given us a notice. My Ministry and the Environment Ministry are in correspondence right now and whatever steps the Environment Ministry is going to ask us to take, my Ministry will take them, T give you that assurance.

SHRI VIREN J. SHAH: My second supplementary is, the notice of the Environment Ministry says, "We are of the opinion that the accident has occurred since the ONGC has not taken care to follow the preventive and precantion-ar$_v$ steps which are a must for suck installations." is this report true?. Is it true that the Environment Ministry has given such notice which I have quoted in specific terms? I would also like to know whether your own Enquiry Com-mittee has noted that prior to this leakage, 18 such failures had occurred from 1980 to 1991 and no action was taken in advance to prevent this mishap. All these indicate that those responsible *far* decision-making, operation business proup, did not realise the degree of importance and the inspection agency not being acted upon shows the deficiency. So, I would like to know whether the Environ-Ministry's notice says what I have read out, and whether the Enquiry Committee Report says cowectiy as l have read out or not.

CAPT. SATISH SHARMA: As I had mentioned earlier, the Environment Ministry had given a notice. They have, prima facie, found that certain additional steps need to be taken. My Ministry has got that.

SHRI VIREN J. SHAH; Prima facie, additional steps they have recommended they have found negligence. It clearly says, the ONGC had not taken care to follow precautionary measures which were a must for such installations. !s it so or not?

CAPT. SATISH SHARMA: This matter is still under my Ministry's constde-.ration. We have received the Environment Ministry's letter. I can only assure the hon. Member that whatever steps are needed to be taken... as far as the interests of environment are concerned. I can assure him that we will go all out to protect the environment angle. Whatever steps are needed to be taken, additional steps, I can assure the Member that those steps will definitely be taken.

SHRI VIREN J. SHAH; I am not asking as to what he will do in the future. My question relates to the past incidents.

MR. CHAIRMAN: The Minister has admitted that the Environment Ministry has pointed out to them.

SHRI VIREN J. SHAH; Has he admitted that such notice was issued to his Ministry?

MR. CHAIRMAN: I think he has admitted.

SHRI VIREN J. SHAH; From 1980 to 1991, 18 such failures took place. Has he admitted that, Sir? I don't think he has admitted that.

CAPT. SATISH SHARMA: If he can recollect, I had mentioned that we found such failures in 17 risers. He says 18, but my figure is 17. That I have already mentioned to him.

MR. CHAIRMAN: Do you have a second supplementary or have you ex-sausted? Now, Mr. Lather.

श्री महेन्द्र सिंह लाठर : मैं मंत्री महोदय से यह पूछना चाहूंगा कि कितने सालों से यह लीकेज होता आ रहा है, यू टु दी नेग्लिजेंस एंड केयरलेसनेस आफ दी स्टाफ ?

अभी तक इतने सालों में क्या सरकार ने किसी अफसर के ऊपर रेस्पांसबिल्टी फिक्स की है, क्या किसी को नेलाईज़ किया है ?

दूसरा, मैं कहना चाहूंगा कि क्या आप कोई ऐसा इंसपैक्टिंग स्क्वैड बनायेंगे, जो राऊंड-दी-क्लॉक उसके ऊपर बॉच रखे, उसको इंसपैक्ट करे और जो रेमीडियल मेज़र्ज़ हैं, उसे गवर्नमेंट को, अथारिटीज़ को प्वाइंट आऊट करे।

CAPT. SATISH SHARMA: Sir, if you permit me, I would like to enlighten the hon. Member that we are now talking about hundreds of miles of submarine pipelinin which are there in India. These failures are not isolated failures which have happened in India only. World wide, there are other operating areas like the North Sea or, for that matter, the Gulf of Mexico which are technically developed areas, where such failures took place. To give an idea to the hon. Member, I may say that in the Gulf of Mexico during the period 1975-1984, in this nine year period, the num ber of riser failures in the Gulf of Mexico was 103. In ONGC, the number is 17. The point I am making is that even in these areas where the technolo gically developed companies are operat ing, such failures have taken place.

SHRI MOHINDER SINGH LATHER: Are you justifying?

CAPT. SATISH SHARMA: I am not justifying, not at all. I am just trying to say that our effort wilj always be to improve the perfor-mence, to safeguard environment and pipelines, to prevent losses on account of failures. We have already taken steps to prevent recurrence of such incidents. Some steps taken are to enquire into the incident, to know the caus$_e$ of the incident, to fix responsibility for the mishap and to recommend additional meosures external technical audit of the pipeline system in the Bombay offshore by M/s. DMV of Norway, a well-known international offshore certificate agency is also being carried out. The report of Mls. DMV would be available by November, 1993. Repairs and strengthening of risers are being taken upon priority basis.

श्री महेन्द्र सिंह लाठर : सभापतिजी, मैंने सवाल यह पूछा था कि क्या किसी आफिसर के ऊपर आज तक उसकी नेग्लिजेंस के लिए रिस्पांसिबिल्टी फिक्स की है ? उसका जवाब तो मंत्री महोदय ने दिया नहीं। इतने सालों से यह नुकसान हो रहा है ?

MR. CHAIRMAN: It appears that you have not hauled up anybody else and you are still enquiring into them.

CAPT. SATISH SHARMA: The enquiry is going on. We have found

some lapses. Wherever these lapsese arei noticed, not only in the ONGC, the certificate agency is looking into the) weaknesses which were there in the system. I can only assure the Member that responsibility will be fixed and where action has to be taken will be taken.

PROF. SAURIN BHATTACHARYA: Sir, I have not been enlightened.

SHRI MENTAY PADMANABHAM: Sir, my question is limited to Maharashtra only. However, the answer in reply to part (h) of the question reads thus:

"Apart from rapairing the ruptured pipeline, etc., ONGC have arranged an external technical audit of all major oil and gas submarine pipelines and are conducting risk analysis studies in respect of off-shore installations. The recommendations of the Enquiry Committee set up after the incident, are also being examined for taking long-term remedial measures".

My question emanates from this particular answer given by the Minister. Some time back may be about five mi-mths back, there was some leakage in the Komarada well of Krishna-Godavari basin and the ONGC could not conV'ui the leakage. As a result of this, a number of trees. particularly coconut trees and paddy crops in and around the well, within a radius of five or six kilometres, were damaged. There was a tremendous damage. \ seems it is a doubtful well. Any-i how, I wold like to know from the hon- \ ourable Minister whether this particular Inquiry Committee, which is going into the leakage and ruptuies of installations will also go into the question of leakage in the wells that are in existence in tha Krishna-Godavari basin.

CAPT. SATISH SHARMA: Sir, I would like to inform the honourable Member that the leakage he is mentioning was actually a blow-out which took place in the place where we were drilling In this business blow-out can occur any time you encounter hydrocarbons. Recently, the same thing happened when we were drilling off the coast of Vietnam. It is not the same thing. Drilling operation is a separate matter.

SHRI MENTAY PADMANABHAM: What about the leakage in a well vehicl[1] was already operating?

CAPT. SATISH SHARMA: It was a blow-out. While we were drilling, the blowout took place which led to the leakage. It % a separate matter, a different matter altogether.

SHRI MENTAY PADMANABHAM: Whatever it is, will this particular aspect be covered by the Inquiry Committee or not?

MR. CHAIRMAN: Anyway, it is a different issue, not connected with this.

CAPT. SATISH SHARMA: A totally different issue.

MR. CHMRMAN: Yer Mr. Balaram.

SHRI N. E. BALARAM: Sir, accord ing to the answer given by the Minister, the Inquiry Committee has suggested two things. From 1987 onwards, it was seen that there was thinning of the pipelines and corrosion was taking place leading to damage. It is there in the reports, in the newspaper reports. The Committee also has suggested some long-term reme dial measures. In the light of these things, I would like to know whether the Minister would like to place the Comm[1]-ities' Report on the Table of the Hause. We would like to see it. There are ser ious lapses on the part of the ONGC which have been brought out by this Committee. But the Minister is refusing to admit it. There were serious lapses on the part of the ONGC.

CAPT. SATISH SHARMA: I appreciate what the honourable Member has said. But I do not agree with him entirely because the factual position is that these risers were being examined frequently. I am not saying that they were totally all right, that they did not need improvement, that there was no weakness

in the system, etc. But what I would like to mention here is that as far as the procedure is concerned, at no point of time .....

MR. CHAIRMAN: The \ Member wants to know whether the Report would be placed on the Table.

CAPT. SATISH SHARMA: If it is necessary to share the whole Report, I will not hesitate and I will place it on the Table.

MR. CHAIRMAN: Yes, Mr. Satish Pradhan.

SHRI SATISH PRADHAN: I would like to know from the honourable Minister which metallic pipe was used, whe-; ther it was tested before use, what type of testing it was, what the thickness of the pipe was, whether the pipe was broken at the joint or in between and whether the pipe was in a hanging position or floating position or resting position.

CAPT. SATISH SHARMA: Sir, I will have to *go into* 3, 6, 9 and 12 o' clock position. I think the Members will have a clear idea. We are talking of a 30" diameter pipe which was a riser, not a float pipe, which means that in the sea, it rises above the sea and goes up and connects itself to the processing platform. The position where exactly the rupture took place was three feet above the sea where you have the waves all the time hitting and, as I mentioned, this is a very vulnerable position. The Pipe supplier, if my hon. friend is interested, was the Nippon Steel Corporation. And it is a connected pipe. It is not a free-floating pipe.

SHRI SATISH PRADHAN: I asked you about the fitness -------

MR. CHAIRMAN: Well, I think, the Minister may send the technical details to him separately.

Question No. 43.

*43. (The Questioner (Shri Suresh Pa chouri) was absent. For answer, vide col. ..... infra).

Mr. CHAIRMAN; Question No. 44.

Damage *to* Railway Lines and Bridges in Punjab due to Floods

*44. SHRI JAGIR SINGH DARD: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the damag- to railway lines and bridges in Punjab due to heavy rains and floods in the State recently; and

(b) the steps taken by Government to repair the lines and bridges?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) A statement is laid on the Table of the Sabha (See Appendix CLXVIII, Annexure No. 5)

(b) Restoration work was taken up on war, footing by mobilising resources of men and material even from other Zonal Railways,

श्री जागीर सिंह दर्द : सर, मैं माननीय मंत्री जी से पूछना चाहता हूं कि हाल में पंजाब में आई बाढ़ से रेलवे डिपार्टमेंट से कितना नुकसान हुआ ?

SHRI C. K. JAFFER SHARIEF: Sir, the permanent restriction of all sections, approximately, is likely to be done by 31-3-1994. The cost of temporary restoration is approximately about Rs. 450 crores, and of permanent restoration an additional Rs. 350 crores approximately. Sir, the other thing, the Patiala DCW Workshop is a separate thing on which we have not been able to come to any correct assessment. Approximately, that is also likely to be about Rs. 10 crores.

MR. CHAIRMAN: Second supplementary.

SHRI JAGIR SINGH DARD: No supplementary, Sir.

MR. CHAIRMAN: No second supplementary? Yes, Shri Kalita.

SHRI BHUBANESWAR KALITA: Sir, my supplementary arise$_s$ from the damages, caused to the railway lines and bridges by the flood. Sir, this has be*